

# The Brandon Mail.

VOL. 5.

THURSDAY, SEPTEMBER 6 1888.

No. 32

LEGAL.

HENDERSON & HENDERSON,  
Barristers, Solicitors, Notaries Public, etc.,  
Rosser Avenue, Brandon.  
Money to loan on improved farm property.  
F. G. A. Henderson, H. E. Henderson.

MEDICAL.

DR. SPENCER,  
M.D., C. M., Univ. McGill, Montreal.  
Member of the College of Physicians and  
Surgeons, Quebec and Manitoba.  
OFFICE AND RESIDENCE,  
TENTH ST., NEXT THE SCHOOL HOUSE,  
BRANDON.

DR. L. M. MORE,  
PHYSICIAN, SURGEON & ACCOUCHE  
and Medical Faculty University, Toronto, M.C.P.  
and S. Ontario and Manitoba.  
and Residence, Compt. & Stew. rt's Block,  
Cor. 9th and Rosser Brandon.

DENTAL.

F. E. DOERING,  
DENTIST,  
Gas for Painless Extraction of Teeth.  
Gas House's Grocery Store, Corner Rosser  
and 10th Street. Entrance 9th Street.  
Gold filling a specialty.



John Dickson, D.D.S.  
DENTIST,  
FILLING'S PED. STORE,  
ENTRANCE ON ROSSET AVENUE.

ORTHOPEDICS ADMINISTERED FOR  
TEETH EXTRACTION OF TEETH

Forbes & Stirett

It pleases us to inform the public that we  
now in connection with our Planning a  
new building.

14 years constant by our long exper-  
ience Builders and Manufacturers  
can give all the necessary in-  
formation for the structure of Buildings,  
and can give as far as anywhere in the  
country a liberal share of your pat-  
ents respectively.

FORBES & STIRETT,

1st. South of Rosser Ave.

Auction Sale !

AT THE

BRANDON REPOSITORY,  
Wednesday, Sept. 19, 1888,

Horses, Horned Stock, Pigs,  
Poultry, Rolling Stock and  
Implements of every  
description.

Proceeds take place only on the third Wednesday  
each month.

One of the best Farms in the neighborhood  
for sale, cheap, and on reasonable terms.

CHAS. PILLING, Auctioneer.

SMITH & SHIRIFF,

DEALERS IN—

Agricultural Implements !

OF EVERY DESCRIPTION,

SPECIALLY.

THE WATSON

Manufacturing Co's,

GOODS, COMPRISING

The Watson, all Steel, Deering

Binder, (The best Canadian Binder sold  
in Manitoba, see it before you order.)

The Watson Mowers, Rakes,  
Harrows, etc. We also sell

The American all Steel Binder

Mowers, the W.M. DEERING & Co.,  
Chicago.

American Bufford

Gangs, Sulky's and Walking

Plows.

Kline's Champion Fanning

Mills with Bagger attached.

The Celebrated Household

Sewing Machines.

Details of all kinds kept on hand or  
order for you.

For information easily decide from above list that  
what the best and goods sold by any one firm that  
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### THE VERY LATEST BY WIRE

Sir Hector Langevin and Sir John Thompson Discuss Cleveland's

Message—Canada will Maintain Her Rights—Laurier Condemned.

G. T. R. Visitors—Marvellous Feat in the St. Lawrence.

Serious Illness of Mrs. Youmans—Falsehoods With Respect to Manitoba's Crop.

#### CANADIAN.

HAGERSVILLE, Aug. 30.—The Conservative demonstration here yesterday was very successful over 5,000 being present. Several addresses were presented to Langevin and Thompson, including one from native Indians and one from Mississagiatic. After replying to these, both the ministers referred to Cleveland's retaliation message. The speeches were important, being the first ministerial utterances from a public platform since the President made his retaliation threats.

Langevin sketched the history of the fisheries dispute, showing that the United States fell back on the treaty of 1818 of its own accord and that Canada was maintaining its just rights. Canada had made many concessions, and the United States could not expect to have all the conceding on Canada's side. He respected the dignity of the States, and was sure they all did; but Canada had honor and dignity as a nation and as part of the British empire, and not a true Canadian was disposed to lower Canada's position. He said unrestricted reciprocity was sugar-coated commercial union. Sir J. Thompson was sincerely glad at the good the President's message had done this country. It had evoked a national spirit, which speaks through the press and people of both political parties. The citizens of Canada were in no mood to submit to the dictates of any foreign power. He regretted that Mr. Laurier had taken such an unpatriotic stand at St. Thomas. United States chose themselves to go back to the treaty of 1818, and its provisions had been enforced. There was nothing unfriendly in that, and their conduct in seizing American vessels was not harsh, as borne out by the support of the British government on inquiry into every case. The President's message is an interruption that puts a fatal mark across the page of unrestricted reciprocity and leads the people of Ontario to believe that after all, with all the efforts of the national policy, the policy of development of this country, of making it a united country from the Atlantic to the Pacific, was a much better policy for a country than to hand over its destinies to a people who are ready to sacrifice their own political exigencies.

MONTREAL, Aug. 30.—Sir Henry Tyler, accompanied by Jos. Hickson and other G. T. R. officials, went west this morning in order to enable the president to make an inspection of the Midland section between Montreal and Toronto. The Northern section will be inspected afterward, the party proceeding to the Sault, where the international bridge will be inspected and arrangements concluded for making it a site for a terminus of the line.

SEAFORTH, Aug. 30.—The Seaforth foundry, owned by Thomas Hendrie, was burned this morning. Loss, \$7,000; insured for \$1,500.

CHATHAM, Aug. 30.—The saw mill and two dwellings owned by Wm. Flatu, were burned last night. Loss, \$10,000; insurance, \$1,500.

MONTREAL, Aug. 30.—The funeral of Miss Archibald and Mr. Hilton, drowned in Lake Memphremagog the other day, took place this morning to the Methodist church on St. Catherine street, and was very largely attended by friends of deceased, who were both very popular among the young people of the city.

KINGSTON, Aug. 30.—Abram Shaw, survivor of this port, who has returned from a trip by raft to Montreal, modestly relates a thrilling experience in the Coteau rapids. He took a small boat from St. Zézique to Valleyfield, was upset on the passage, got on the bottom of the boat and endeavored to reach land, failing to reach Valleyfield or Clark's Island, he plunged into the south channel of the Coteau rapids, nearing the "Green chute," and was soon plunging through, one moment under water the next in the air. He was wounded in the fleshly part of the hand by the boat hook when coming down the rapids. When he at length got through them she was rescued and though much exhausted soon recovered. People who saw his plunge into the rapids were prepared to look for his dead body. Pilots in the vicinity consider thefeat a marvellous one.

TORONTO, Aug. 30.—The political picnic at Hagersville, Halton and county, yesterday, in honor of Dr. Montague, was a great success, and attended by over 5,000 people. Speeches were made by Langevin, Thompson, Montague, Boyle and McCallum.

OTTAWA, Aug. 30.—Another warrant has been issued against E. S. Cox, this time at the instance of an Oakville lady, who claims Cox defrauded her of \$700 given him to find a safe investment. Other charges will likely be prepared by people in Montreal and Guelph. Mr. Murdoch renewed his application for habeas corpus for Cox, but Judge McMahons reserved decision.

TORONTO, Aug. 30.—All the papers in this city condemn Laurier's verbal surrender to the States at St. Thomas, the Globe being especially strong in its denunciation of the unpatriotic language of the Liberal leader. The Mail also, though the organ of the annexationists' views, deprecated Laurier's language and upholds the government in no half-hearted manner.

OTTAWA, Aug. 30.—General Middleton has decided that the officers of the Governor-General's Foot Guards, who resigned, committed no breach of discipline. Colonel Macpherson, commander, has not been dismissed.

TORONTO, Aug. 30.—It is rumored that

owing to the continued illness of Mr. Pardee, Lieut.-Col. Gibson, M.P.P., of Hamilton, will enter the Ontario government as commissioner of crown lands.

QUEBEC, Aug. 31.—A rumor is in circulation that Premier Mercier is fixing up matters prior to another trip to Europe next month.

QUEBEC, Aug. 31.—Roberval, Lake St. John, reports continued rains for the last eight days, rendering roads impassable. Sunday there was a heavy gale of north wind, followed by a sharp frost, doing considerable damage.

QUEBEC, Aug. 31.—L'Evenement calls attention to the desperate state of things in a parish not far removed from Quebec. It says: In a parish not very far removed from us unlicensed gossellers are revenging themselves on those who are endeavoring to get them fined and punished for not complying with the law by setting fire to houses and otherwise damaging property. Within the last fortnight they have burned four or five houses belonging to parties who laid complaints against them for selling liquor without a license. It seems to us the authorities should step in to punish the severest manner the guilty parties.

MONTREAL, Aug. 31.—The hero of the Touraine frauds, Canon Bernard, is in the city. He has just been liberated from a Belgium prison after serving four years for embezzling a half million francs from his bishop. Bernard comes here, it is said, for the purpose of taking action against certain brokers with whom he negotiated the stolen bonds, and who, he claims, have funds in their possession belonging to him. Goodhue, a lawyer who went from here to Belgium and negotiated a settlement with Bishop Dumons, of Tournai, is in South America, and has, it is said, squandered his share of the commission, which amounted to nearly \$100,000. Brokers who Bernard talks of suing say they have nothing to fear and have no money belonging to him.

KINGSTON, Aug. 31.—John Leonard, of Bolingbrook, shoemaker, upwards of 75 years of age, married a Mrs. McCarthy, about the same age. He had seen her only once before proposing. This is Mrs. Leonard's fourth marriage. She has seventeen children, her previous names being McCoy, McWhitney and McCarthy.

TORONTO, Sept. 1.—In view of the treatment accorded William O'Brien by the city property committee when on a visit here, the Catholics of Toronto propose to erect a large hall at a cost of \$75,000. A stock book has been prepared and subscriptions for shares are asked for.

TORONTO, Sept. 1.—The contract for doing the Ontario Government's printing and book-binding for five years was let to Warwick & Sons yesterday for \$27,000 per year.

TORONTO, Sept. 1.—Yesterday it was wired from Chicago and reported among commercial dealers that the Manitoba wheat crop had been almost entirely destroyed by frost the week previous. Telegraphic inquiries were sent to a dozen different points in Manitoba and the Northwest, and the same reply was received from all. The story was a pure fabrication. There was no sign of frost, and the crop was being harvested in excellent order.

KINGSTON, Sept. 1.—Mrs. Youmans, the temperance lecturer, is seriously ill at Picton. She has been confined to her room for eight weeks, and there are serious doubts of her recovery. Mrs. Youmans is over 60 years of age. During the past twelve years she has done great temperance work, visiting Great Britain, British Columbia and nearly every state in the United States and every country in the Dominion.

KINGSTON, Sept. 1.—Henry Smith, of Napier, getting over a drunken spree, drank a bottle of medicine prescribed by an Indian doctor for his daughter, and died instantly. The bottle is supposed to have contained belladonna.

KINGSTON, Aug. 31.—An interview with a member of the cabinet elicited the impression that Canada would not retaliate even should the States pursue non-intercourse. By adopting this line of action the United States would lose the Canadian transit trade, although Canadian railways would still enjoy their former share of the American traffic.

KINGSTON, Aug. 31.—Kingston was visited by an electric storm of great severity this morning. The rain came down in torrents and lightning flashed most brilliantly. Mrs. Stevenson, Brock street, was struck and rendered unconscious. The Vaugh terrace, Princess street, was struck and the chimney knocked off and some damage done to the house inside. George Smith, Hallet, McLean, Mrs. Johnson and the Misses Smith, occupants, were all stunned, but soon recovered.

MONTREAL, Sept. 1.—The court of Queen's Bench, which opens to-morrow, will be one of the most important of late years in the number of cases, which include the Caza, Jacob and Kehoe trials for murder and that of Pitcher, the defaulting teller of the Providence bank, for bringing stolen money into Canada. Chief Justice Dorion will preside, and in the absence of Crown Prosecutor Greenhields in Europe, N. W. Trenholme will represent the government.

BELLEVILLE, Sept. 1.—Levi McConnell, a resident of Rawdon township, fell from his chair as he sat in the division court room at Stirling, and when picked up it was found that he was dead. The deceased had just given his testimony in a case in which he was plaintiff, and his wife had taken the witness box. He was a large man, weighing about 350 pounds. Apoplexy is assigned as the cause of death.

MONTRAL, Sept. 1.—F. Beaudoin, grocer, Point St. Charles, and three of his assistants were poisoned through eating some canned mackerel a day or two ago. Mr. Beaudoin first went to tea, took the tins of the mackerel, which he did not like, and became ill. His three clerks followed, partook of the fish and became violently sick. The explanation of the affair is that in soldering the ends of the tins the acid, which is used instead of resin, got into the fish.

MONTREAL, Sept. 1.—Dennis Barry was sworn in this morning as district magistrate for Montreal.

QUEBEC, Sept. 1.—Rumored cabinet changes are announced this morning. It is now said that Hon. Mr. Garneau, who is weary of office and wants to retire, will be succeeded by Hon. L. P. Pelletier; also that

Major Langeler is to enter the cabinet as attorney-general, Hon. Mr. Turcotte being shelved with a fat berth.

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QUEBEC, Aug. 31.—The American tug Gladiator has been seized by the special officer of customs in the Georgian bay for towing a log raft from French River, Ont., to Midland, without reporting or clearing at either port. The sub-collector at Algoma Mills has charge of the vessel pending a decision of the Privy Council to discuss with the Newfoundland representatives the whole question of union and endeavor to arrive at a basis of agreement.

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not the power to prohibit shipments from Canada to United States ports for exportation, holding that he had power to prohibit such transits.

LITTLE ROCK, Ark., Sept. 1.—Visitors arriving from the hot springs say the description is beyond description. Thirteen people have been drowned, mostly colored. Nine bodies have been recovered. Owing to the confusion it is impossible to learn the names of the drowned or the amount of damage done. Houses along the central street were badly undermined and rebuilt is necessary. The telegraph is down and particulars are impossible.

NEW YORK, Sept. 1.—President Gibbons of the American Annexation society of New York, made an address on the President's retaliation message before the Cleveland and Thurman club in Hoboken last night. He endorsed Cleveland's administration, and declared that the satisfaction which the President demands for every insult to American citizens means the calling out of 50,000 men and a march upon Canada.

CINCINNATI, Ohio, Sept. 1.—A terrible accident occurred here this morning. A 25,000 barrel tank collapsed and caught fire, the burning oil spreading in all directions. Eight men are reported lost in the flames and a number of others were injured. Help has been sent from Findlay, Lima and adjacent towns.

DENVER, Col., Sept. 1.—It is learned that Arthur White, 19 year old youth, who absconded with \$10,000 of the property of the banking firm of Kittridge & Co., has been arrested at Victoria, B.C., and \$5,000 recovered. An attempt to extradite him will be made.

WASHINGTON, Sept. 1.—Mr. McCreary, from the committee on foreign affairs, reported back to the house to-day the retaliation bill, and it was made a special order for Tuesday next.

CHICAGO, Sept. 1.—Samuel Bliss, a large sugar manufacturer, made a voluntary assignment this morning. The assets are placed at \$125,000; liabilities at \$100,000.

#### FOREIGN.

LONDON, Aug. 29.—The Canadian football team has arrived at Belfast from Glasgow, all in good health. They play their first match on Saturday and two others next week, after which they return to Scotland. Keen interest is felt and every effort will be made to secure influential support in the various matches.

PHILADELPHIA, Aug. 30.—In the Journal of United Labor to-day Mr. Powley makes a demand for the publication of the Pacific railroad commission's report, and says he recently heard it positively stated that "if the people of the United States knew what was contained in that report in any way of exposure of fraud and treachery to the government," they would march on Washington and hang to a lamp post every congressman and senator who had a hand in the damnable work that has caused the report to be such a terror to politicians as to make them tremble at the thought of its publication.

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CAIRO, Aug. 29.—A party of Dervishes, numbering 200, recently attacked an Egyptian fort near Wady-Half, capturing a portion of the works. Reinforcements arrived from Wady-Half and the Egyptians were repulsed. The Dervishes killed 100 of them. The Egyptian loss was 16 killed and 27 wounded.

PARIS, Aug. 30.—M. Goblet, Minister of Foreign Affairs, has issued his reply to Premier Crisp's note announcing the occupation by Italy of Massowah. M. Goblet says that he wishes to avoid the use of irritating polemics and does not desire to prolong the debate, but that it is impossible to avoid recalling the fact that the French consulate at Massowah was sanctioned by the Porte twenty-five years before the Italian occupation.

LONDON, Aug. 29.—Sir Charles Tupper, Canadian Commissioner, has been made a baronet. Minister West has been given the Grand Cross of the order of St. Michael and St. George and Messrs. Thompson, Canadian Minister of Justice, Winter and Rain have been made Knight Commanders of the same order. These honors have been conferred in recognition of service rendered by the members as members of the fisheries commission.

CHICAGO, Aug. 30.—The Globe's special from Dublin says: A force of soldiers evicted five families from the estate of Lord Clarke at Woodford to-day. An aged sick woman was dragged from her house and placed on the roadside. English visitors to Woodford, who witnessed the evictions carried the woman to a place of shelter, and expressed their feelings in strong language. Ten persons were arrested for breaking and entering.

CHICAGO, Aug. 30.—A London cable to the Globe says: It now seems to be a fact that the old world needs from 70 to 80 million bushels more than the harvests of the year will produce. To put it in another way, the countries which always have to buy wheat must this year buy some 370 million bushels, while the countries raising more than they consume will have about 250 million to sell. The annual international grain market, held in Vienna on Monday, gave estimates of the yield of the world, which varied only in a few particulars from those already given, the chief differences being in the unimportant countries. On the other hand, the real estimates of the French harvest seems much worse than reported at Vienna, and the same is obviously even more true of England. Tuesday a terrible storm of wind and rain ended whatever chance remained of decent crops in Great Britain, and the English must now import at least 170 million bushels.

WASHINGTON, Aug. 30.—The Senate to-day resumed consideration of the President's retaliation message and Mr. George concluded his unfinished speech of yesterday. He held that if the President was to undertake to suspend the operations of the section he would be assuming powers denied to him by the constitution of the United States. He referred to section 3,003 of the revised statutes which allows the transit of goods between the U. S. and Canada, without paying duty.

SATKIN, Sept. 1.—Levi Chevreul, the chemist, is 102 years old. Col. Lamont, on behalf of the Washington National Institute, presented Chevreul with an address of congratulation. He informed Chevreul that Keeley, of Philadelphia, had invented an aerial motor.

SATKIN, Sept. 1.—Further reports from Khartoum are to the effect that the Mandi has sent three expeditions against the men in Bahr El Ghazal province, and had been repulsed.

LONDON, Sept. 1.—London is exceedingly dull. No one of importance is in the town, and the newspapers, though no one can accuse them of ever being sentimental, lack even their usual interest. A little idle speculation on the Bismarck-Kalnoy Crisp

meetings, a faint echo of comment on President Cleveland's recent message and a daily item regarding the marvelous train service







## THE BRANDON MAIL.

### IT IS RATIFIED.

Mr. Greenway Concludes the Debate—He Touches Upon the Railway Question.

The Attorney-General Discusses the Contract Very Fully.

He Points Out the Advantages of the N. P. Deal.

And "Does Up" the St. P. M. & M. Proposal in Good Shape.

The Second Reading of the N. P. Contract Carried.

Messrs. Fisher, Campbell, McMillan, Roblin and Thompson Vote Against It.

Wednesday August 29.

Hon. Mr. Greenway resumed the debate upon the address. He congratulated Mr. Sifton, the mover of the address, upon his excellent speech of the previous night. He also spoke in flattering terms of Mr. Lagomere's address. He then set out to scold the old man for his alleged inconsistencies. He taunted him with being the cause of his own present position. It was his subserviency to the policy of the Dominion government which placed him in the position he now occupies. The contentions of the historical event who were in opposition in 1882 had at last prevailed. Three of them were now in the legislature—one was the Speaker, and the third was Col. McMillan. One of the first things his government had done was to make some arrangement by which the province would receive the benefits of the abolition of monopoly. The farmers should reap some benefit from the abrogation of the monopoly clause, and the government of course got to work to secure those benefits. Had the government gone to the St. P. M. & M. when they started for New York, they would have been laughed at. The relations which existed between this corporation and the C. P. R. were not well known by the people here to allow them to compare with satisfaction for an instant any arrangement with that corporation. He learned through the press that a "biff" off was to be made by the St. P. M. & M. He had no idea what it would be, but he supposed each clause of the Northern Pacific contract would be studied and an effort made to do a little better. But the government had entered into a contract with the Northern Pacific, they believed that contract was for the benefit of the people, and by that contract the government would stand or fall. They were not like their predecessors in office who would back down on every occasion when pressure came. His government would not do this. If the St. P. M. & M. wanted to get into the province they could acquire trading powers over the C. P. R. Peninsula branch, which had been going begging for a long time. They could make more advantageous running arrangements over this branch than over the Red River Valley if they were not barred out. The government would not be budged by any bluff either from the St. P. M. & M. When this corporation was in a position to give competition it was content to accept 12½ per cent on the east-bound freight over the C. P. R. The St. P. M. & M. had been up to the boundary in several places long ago, but persistently refused to afford us any relief. They would not enter the province. Nothing could be expected from this company as it was one and the same thing with the C. P. R. This latter corporation had done everything in its power to bankrupt the province in its efforts to obtain competition. When it found that the Grand Trunk was preparing to push its way to the provinces by means of the South Shore road, it promptly bought a control in that line thus depriving the province of the competition when it would be afforded by the entrance into the country of such a great Canadian line. What could therefore be expected from an ally of the C. P. R.? He did not take much stock in the contention that one line should be made a great railway highway. His idea was that roads should enter the province at various points. More complete railway facilities would thus be afforded the different points in the province. He had been assured by prominent men that the Morris Brandon branch were dropped they would not oppose the contract. He believed the entire country was in favor of the contract. He pointed out that he had always favored the sale of the Red River Valley road, as he did not believe in the government operating the road. This course was generally approved of in the province. In concluding he suggested that the debate on the address be closed forthwith, as the chief topic was the railway question, and the members would be afforded ample opportunity of expressing their views.

The suggestion was adopted and the address was passed at once.

Thursday, August 30.

To borrow a rhetorical expression, a crowded house greeted the first appearance of Hon. Mr. Martin in the legislature last night, when he appeared in the drama of the "Northern Pacific Contract." It was known that he would move the second reading of the bill to ratify the Northern Pacific agreement, and he was greeted with applause when he rose to speak. The ratification, he said, was asked for by the government under the firm belief that it would be found to be in the best interests of the province. He believed its provisions were taken in framing the contract. It would compare favorably with any similar document that has ever been ratified in Canada. He believed the clause prohibiting the sale of stock to the C. P. R. or St. P. M. & M., or any person or corporation acting in their

interests, was a valuable and safe one. It was not likely under the prohibition that any person would care to buy any considerable amount of the stock. It had been contended by some that in carrying out the N. P. would place the main cost on that portion of its line running through the States, and do the province out of fair charges on the road in Manitoba. This, however, was distinctly met by the maximum rate agreement which the government had. By that agreement it was provided that whatever the cost from West Lynne to Duluth might be, the rate would be distributed in Manitoba at the same rate per mile. For instance, if the rate from the boundary to Duluth was \$2 per 100 pounds, the distance being 430 miles, supposing the distance from the boundary to Brandon to be 170 miles, the rate allowed on the road in Manitoba would be according to the proportion that 170 miles bears to 430 miles.

#### THE HOLY CONTRACT.

Mr. Martin, in criticizing Mr. Norquay's expressions in the house, criticized the contract he entered into with Mr. Holt. Dealing with the railway question in an enlarged sense Mr. Martin appealed to the good sense of the House as to whether it was not well to put our faith in a company which was a known rival of the C. P. R. rather than trust the twin brother of the C. P. R. Amidst all the arguments against the contract, and all adverse criticism, there was no argument half so strong as the one which had just been circulated by the St. P. M. & M. They wanted precisely the same aid for branch lines as the government was giving the Northern Pacific. He took up the proposal, criticizing it most severely. The C. P. R. could well afford to pay the five per cent interest. The St. P. M. & M., which had been receiving \$400,000 annually as block money, might well be expected to fall in with Van Horne's little scheme and bankrupt the province again. There was no guarantee that the company would operate the road at all. They needed the road and then issued bonds upon it. It was a fine thing if a person could rent a house and then be able to raise a mortgage upon it. (Laughter.) This was a new way of making money. With regard to the promise to build the branch lines by 1890, Mr. Martin said that the province might rest assured that the government would see that the districts which needed railway facilities would have them by that time. The proposal of the St. P. M. & M. was a cunning one. It was designed to capture the votes of certain supporters of the government. The rents of termini of the branches could be changed to suit different members who might be supposed to support the proposal. If Van Horne thought he could play Manitoba for a sucker by latching a scheme in St. Paul, and then sending up Mr. Clough to carry out the details, he was mistaken. Manitobans knew the C. P. R. and their twin brother in the St. P. M. & M. and would treat them as they deserved. Mr. Martin poked considerable fun at Mr. John Hill, and the way he and his associates had put up a bid on the Dutch bonhomies, making them believe the stock of the road was not good by a succession of no dividends, and finally secured all the stock for bagatelle, thus making themselves immensely rich. There being no further chance of piling up Dutch bonhomies, Mr. Jim Hill now turns his eyes to Manitoba to see if he could not make a haul out of the people here. He was no patriot; it was money he was after. The people here would remember his shameful connection with the old steamboat line on the Red river, and how he ground the poor pioneer by extorting exorbitant rates. The people could not soon forget the 12½ per cent which Mr. Jim Hill had so long received, and was still receiving, from the C. P. R. at the expense of the poor settler.

Mr. Martin's oration was an excellent one. He warned up upon the bright prospects of the province, and expressed the belief that the natural facilities which would be afforded the province by a ratification of the N. P. contract would do more than any other force to develop our resources. The 300 young men who were coming from Ontario to settle in our province could rest assured that wherever they went they would soon have railway facilities. The government had made an arrangement with the great corporation which had done so much to develop Dakota and Minnesota, and they believed that with this corporation operating in our province, and with the tide of prosperity turned, as it was, in our favor, the light of a better day had dawned, and true prosperity was at our doors. On concluding, he was warmly applauded by all in the chamber.

Mr. Gillies, of Minnedosa, resumed the debate upon the Northern Pacific contract in the legislature yesterday afternoon. He criticized several of the clauses and expressed the opinion that the government might have made a better contract. He opposed the contract because it furnished railway facilities to portions of country already supplied with railways. Portions of the province that returned supporters of the government at the last election were afforded railway facilities, while portions that opposed the government were neglected.

Upon resuming his seat a painful silence followed, as the government supporters assayed to speak. After waiting for a considerable time, Mr. Norquay rose and said it was a remarkable course to pursue in view of the importance of the occasion. If the opposition were to be forced to speak, he would go on. As no one else seemed to desire to speak, Mr. Norquay proceeded. Touching on the question of monopoly, he claimed that his government was entitled to the credit of securing the abolition of disallowance. He thought the members should pause and consider the question before passing upon it. An offer from the St. P. M. & M. had been handed to the government, which far transcended the N. P. contract in its advantages to the province. Referring to the Holt contract and the criticisms of Mr. Martin in comparing it with the N. P. contract, he said the latter were unfair, as the circumstances of the case were quite different. Monopoly then existed, and it was difficult, while the fight was going on, to build a road upon any terms. He was not ashamed of his connection with the Holt contract. He would regard it as a crying shame if the present contract were adopted under the circumstances. In making the arrangement with the N. P. the government placed an embargo upon the St. P. M. & M., thus preventing it from

entering the country. He criticized the charter which the company asked, taking the line that the qualification of the directors, of whom three shall form a quorum, was entirely too slim. He thought it a shame that worthy local men, who had stuck by the country, should have been overlooked, in order that strangers, like Kendricks, Oakes and McNaught, might be favored. He concluded by moving, seconded by Mr. Gillies, "that the second reading of this bill be not now proceeded with, but that the government be requested to lay upon the table of this house the offers of W. P. Clough, vice-president of the St. P. M. & M., and that this house, before committing itself irrevocably to the contract between the government and the N. P. now under consideration, before taking into consideration the offers of the St. P. M. & M. as presented by Mr. Clough."

Mr. Norquay made a concluding appeal to the house not to ignore the offer of the St. P. M. & M. without even giving it a fair consideration.

#### HON. MR. GREENWAY.

characterized the action of those who were pushing this scheme as being propagandized for no other purpose than to embarrass the government. If the St. P. M. & M. & their associates here were acting in good faith, they would not have waited until the moment they did before presenting the offer. The whole thing was clearly transparent. The C. P. R. had succeeded in blocking Mr. Norquay last year, and now it was attempting the same job again. But this time they would not succeed. It would be worth millions to the C. P. R. to keep competition out of the province just another year, but the C. P. R. was willing to pay up the necessary cash, and hence the offer. The strongest evidence the government could have of the insincerity of the offer was a comparison between the first and the amended one to-day. It was an absurd one. But it made no difference what the offer was to be, so long as it was sufficiently embarrassing. They would offer to build the line for nothing, if it was necessary to do it. They had to hold a little caucus of supporters down town this morning in order to find out just what to do, and how far to go in their desperate straits. They did not dare come forward before the second reading of the bill to ratify the contract had been moved and the government was fully committed to the measure. He had a word to say to Mr. Clough and his associates. If they were in earnest and were prepared to come forward and talk business with the government they would find him in his office next week ready to act upon any proposal in regard to branch lines. The amended proposal offered to build the branches for \$5,000 a mile guarantee. And yet a standing offer had existed upon our statute book for months to guarantee that amount on branch lines. This company must have known of this, and yet not a word is heard from them until the time arrived when they could embarrass the government. But the government was going to put the N. P. agreement through, and the members could take a note of it. He taunted Mr. Norquay with having returned to his old position of an advocate of monopoly. He had the audacity to pose as an advocate of free trade in railways, and yet he had in past years sought to fasten monopoly firmly upon the province. The speaker's idea of free trade in railways was that the 300 miles along the boundary were open to the world to come in and run their railways. Let the member who cared to take the responsibility of fastening monopoly upon the province for another year vote against the ratification of the contract. He did not envy the man who could stand up and place himself upon record in favor of a continuance of monopoly for another year. The advantages that the country would derive from the development of the country was of much more importance than a thousand miles on the road.

The House adjourned at six.

#### Evening Session.

There was an immense crowd in the galleries to hear the debate. Mr. Greenway resumed his speech and concluded it in about half an hour. He was vigorous and eloquent in his closing sentences.

#### MR. R. V. HORN.

following the premier, said he felt with sadness that he was likely to arrive at a conclusion adverse to the government. If he was misinterpreted, misrepresented, and aspersed he would have the consciousness of having done what his conscience dictated. He regretted being obliged to oppose a government he had helped to create. He then set to work to trace hurriedly the history of monopoly and how it was finally abrogated. He spoke of General Handcock's fight in connection with the Manitoba Southwestern Colonization company until it finally had to retire from the field leaving the C. P. R. in possession. He described the events of the past few years leading up to the commencement of the Red River Valley road. When the Liberals got into office he thought all would be well, particularly as Mr. Greenway had done so much to educate the people upon the advantage of free trade in railways, by the making of a highway out of the R. R. V. R. It was because the government had gone back upon this policy that he differed with it. The exclusion of the St. P. M. & M., which was the only other road that could be relied upon to enter the province, was a seemingly revised scheme on the part of the Northern Pacific. Mr. Roblin excused the 12½ per cent bounty on east-bound freight, which Mr. Hill received, by explaining that it was due to a breach of agreement between the C. P. R. and the St. P. M. & M. in regard to the carrying of freight in winter over the Thunder Bay branch, and in summer over the St. P. M. & M. He gave several illustrations of different railway companies running over the one track. In keeping the St. P. M. & M. out of the country the government was doing the province an injury. He believed there was method in the madness of the government in keeping the St. P. M. & M. out of the province. By a process of lengthy reasoning he sought to establish that the object the N. P. had in getting into the province was to tap the C. P. R.'s great heart of trade, and so be in a position to bring that corporation to time on business elsewhere. He believed the object the N. P. had in coming here was not to cater to the interests of the people to enable them to say to Mr. Van Horne, "Give us a share

of the transcontinental road, or we will cut the rates in the Northwest. An arrangement would then be made, as Mr. Van Horne was a business man, and would see fit to be to his interests to acquiesce. The exclusion of the St. P. M. & M. was his chief and decided objection to the contract. Instead of having one monopoly we would have two. He criticized adversely the clause relating to the disposition of bonds upon the Morris Brandon branch. He did not think under the rate that Manitoba would derive much profit, as her share would only be 0.035 of the amount of charge to Duluth. He made an estimate showing that if the N. P. got the carrying of all the wheat marketed at Duluth, all the profit that would accrue to the road on account of the carriage in Manitoba would be \$10,000. This would not go far in paying operating expenses. He had tried to see his way clear to support the contract, but after a careful study of the matter for days he was obliged to arrive at the determination to register his vote against the contract.

#### MR. JAMES FISHER.

announced on starting out that, like Mr. Roblin, he was obliged to differ with the government and vote against the contract, but he thought a word of explanation was due as he did not wish to give a silent vote upon it. He paid Mr. Greenway the compliment of having consistently and persistently stood up and fought for railway competition in the province. The country had shown its appreciation of the little band by returning Mr. Greenway's party with a large following. In taking the action he proposed doing he was not influenced by animus of any kind. Although his motives might question, he had the consciousness of doing what his better judgment prompted him to do. If it was this contract or nothing, he would support it; but there being an alternative one, he was able to honestly differ with the government. He wanted to see the Red River Valley used as a railway highway controlled by the government, which would let it not to one company but to several, which would have joint rights. This was his idea of a provincial highway. Of all the roads that might be able to come in, he would prefer the Northern Pacific. He did not see any special wickedness in the arrangement which Mr. Hill made with the C. P. R. in regard to the bounty on east-bound freight. He believed the fact that the Northern Pacific built a branch up to the boundary last year was an evidence that they would be very glad to get our trade, and in doing so would doubtless leave the R. R. V. R. it necessary. He contended that there was nothing in the contract or charter based upon it to compel the company to pay the interest upon the cost of the R. R. V. R. The government had no remedy. He compared the arrangement with those which exist on branch lines in the States. The bonds to be given the government for the purchase of the R. R. V. R. would not be worth par. He thought the entire bond issue of \$16,000 per mile would be used. The objections which he had made were made long before there was any talk of an offer from the St. P. M. & M. road. He only pointed out the advantages of the St. P. M. & M. offer to give point to his argument. He did not think the St. P. M. & M. people would have made the offer if they did not get money in it. With regard to the charge that the St. P. M. & M. receives 12½ per cent on the gross earnings of the Thunder Bay section of the C. P. R., they deny the statement in toto. He would not condemn the idea of bringing the N. P. into the country, in fact he would prefer to have them as there was no suspicion of their having any connection with the C. P. R. He believed a mistake was made in importing the N. P. railway and following them up, in order to get an offer. The government claimed that to vote against them on this question was voting want of confidence. He was elected as a Liberal, and as such he would remain, but he did not think he was bound to vote in any way save according to his conscience. He had often called upon Conservatives to divest themselves of party ties and vote according to their conscience; he had often condemned them for not doing so. He would therefore be inconsistent if he sacrificed his convictions in obedience to the crack of the party whip. He stated, as he claimed it was his right to do, that he refused to accept the issue that his vote would be one of no confidence. Such was not the case. He would not put the government out if he could. He believed the country would command them if they refrained this late in the season, and approached the St. P. M. & M. in a business like way. It idle for the government to say that the offer was a bluff unless they agreed to put it to the test.

#### ISAAC CAMPBELL.

was greeted with applause on rising to speak. The position was that the government was building the Red River Valley road and the Portage branch, and how best to dispose of these roads was the question with which the members had to deal. Experience taught us that governmental management of a road was undesirable and did not pay. The Northern Pacific had a number of branch lines in Minnesota and Dakota, and the reports showed that the company was paying six per cent on the cost and one per cent for a sinking fund to redeem the bonds. This was one way of arriving at the best method for the government to adopt with regard to our lines. Manitoba ought certainly to be as favorable as Minnesota or Dakota, and terms as favorable as existed there should be secured if possible. The government claimed they could not secure this, that the contract was the best they could make. Then the exclusion of the St. P. M. & M. was practically an absolute one, as there was no other company in a position to take advantage of the Red River Valley. He did not set as much store by running powers to many lines over one road as many people did, although he knew of several cases where it was done. He condemned the grant of \$500 per mile to bear the cost of organization, etc. Why should these people be paid the amount which the incorporated of any company would be obliged to pay? He discussed the bond question briefly. With regard to the bonds handed over to the government for the price of the R. R. V. R., the interest would only be paid upon them, when the earnings were sufficient left over after paying the expenses of operation. It was a difficult thing for any corporation to apportion the earnings upon different branches and systems. Railway men themselves admitted that it was almost impossible to divide the earnings. He would not go into any apology for the man-

## THE BRANDON MAIL.

agement of the St. P., M. & M. That was a matter of history. Corporations were said to have no conscience. Railway corporations had their conscience guided and their policy contracted by the conditions which controlled them. Without any bias in the matter, but looking at the N. P. and C. P. R. systems and their interests, he would be inclined to think there would be greater danger of an agreement being made between these two corporations, than between the C. P. R. and St. P., M. & M. He was of opinion that the branch lines which the St. P., M. & M. proposed to build would be of greater advantage to the province than the proposed N. P. service. He was of opinion that if the N. P. agreement was made the province would have to pay interest a year interest. The two branches proposed by the St. P., M. & M. would give the country which the Morris-Brandon branch would, and in addition supply a sufficient country, which had no railway facilities with this great boon. Branch lines will under any circumstance have to be built very soon. He did not claim that the St. P., M. & M. offer was a better one than the N. P. offer, but he thought the government could fairly wait until the case could be gone into, and, if possible, better secured. He objected to have his opinion controlled by the majority, as agreement which the government claimed to have, but which they claimed to be in a position not to lay before the house. He did not think the forfeiture clause was as strong and satisfactory as it might be. He was a supporter of the government, and in matters of administration was a sound supporter. But he must assert his right to vote upon such an important question in accordance with the dictates of his conscience.

MR. WOOD.

The pleasant little member for Cypress, moved the adjournment of the debate, but the motion was voted down, and he went on to speak. An attempt was made to coerce him into voting for the contract, on the ground that the road ran through his constituency, but he would not be coerced. He proceeded to criticize the contract and harp to some extent. After speaking for half an hour, he concluded by moving the amendment to the contract.

"That all the words after the word 'that,' in the fifth line of the amendment, be struck out, and the following substituted therefor: 'the house being impressed with the belief and conviction that the fullest information in the subject of all correspondence of any and all efforts on the part of the government, as well as the applications or offers of any parties intending or offering to compete for the traffic of the province of Manitoba, should be submitted and fully discussed, whether the same have emanated from the Northern Pacific railway, the St. Paul, Minneapolis & Manitoba railway or any other corporation.'

This amendment was doubtless prompted by the conviction that the government was bound to reach a division before rising, and the opposition was bound to prolong the debate and thus to secure delay. The programme seemed to be directed by a handful of enemies of the government who had taken possession of the speaker's room.

MR. NORQUAY.

He seconded the House on the motion, speaking at considerable length and going over much the same ground that he had covered in his previous speech. He intimated that correspondence had taken place between the government and the St. P., M. & M. for the past three months upon the railway question, thought the correspondence should be laid before the House. For talking against the house, Mr. Norquay takes the cake. He gave Mr. Norquay a taste of the cake. He was to take up about three-quarters of an hour.

MR. O'MALLEY.

He seconded the motion, offered some opposition. There was, he said, a new opposition on board. If the government could convince him the people of the province were in favor of the contract he would promise to vote for it.

MR. S. J. THOMPSON.

Announced that he was going to vote against the contract. He had tried his best to get himself to vote for it, but he could not. He thought the system was costing the country too much. He thought the branch line from Morris to Brandon was a mistake. If it had been running through a country where railways were needed he would have been more inclined to support it. When it was voted that the road to Portage la Prairie was to stop there he was disappointed, as he thought it was to be a main line west. This it appeared, it was going to be. He did not think the location clause was satisfactory. He would not consider his vote as one of want of confidence in the government. He felt strongly upon the question. He honored the government for their past work and for many things they had done while in power.

MR. HARROWER.

It was remarkable how soon many seemed to forget the history of past years. He would refer the people to the speech of J. J. Hill and his road in 1871 in the session. He was astonished to see the members voted to support the government, after it had worked so hard in the interests of the province. He showed how J. J. Hill & Co. had sunk a canal in the Red river in order to deprive the settlers of this country of any chance of cheap rates. He pointed out the same company had all along, by its duplicitous action, to work the province, doing the poor settlers of the prairies. Mr. Norquay had been working for the C. P. R. and St. P., M. & M. all along.

The man who had deserted the government should not forget that they were elected purely on the strength of being supporters of the government. Humboldt had been the whole stock-in-trade of the legislature of this province for many years. He regretted to see Mr. Thompson who was a farmer. He thought any farmer ought to have better sense than to vote for the contract. (Laughter.) He believed a sufficient number of men in the province had sense enough to carry the agreement through.

MR. D. J. MCLEAN.

The member for Dennis, said he had listened very carefully to all the arguments, and weighed them calmly, and had come to the conclusion to support the contract. He thought like the manner in which the St. P., M. & M. made their different offers, and he

felt confident, if the road came in, the province would not save a cent by competition. He had just one objection to the contract—viz., it did not furnish competition to the western portion of the province. If the St. P., M. & M. were in earnest, they could get a chance to come in to build the branch line they had proposed. The ratification of the contract would doubtless result in great benefit to the province.

MR. A. F. MARTIN.

wound up the debate with a very brief review of the case. He bantered Mr. Wood, of Cypress, in a gentle manner. He displayed great anxiety that the R. R. V. R. might not come into Winnipeg in time. The speaker fancied his constituents would be much more interested in regard to how soon the Brandon branch would cross Mr. Wood's constituency. He congratulated Mr. Fisher, who had been fighting for decades and centuries, as an unsuccessful Liberal, upon receiving the hearty plaudits of Mr. Norquay and his noble band of followers, the very first speech he ever made after getting into parliament in Her Majesty's realm. As for himself he was always proud during his political course to receive the plaudits of his political friends alone. It had often been said that Liberals were well enough in opposition, they were good critics and that was all. The present government when it came into office found that action and vigorous action, was necessary. The government had undertaken to provide a comprehensive system of railways for the province. He would like to know if the government was to remain inactive, and let the province remain under the disadvantage of monopoly. He was proud to say that the government was not made of the stuff to do this. Mr. Fisher was bound to make himself solid for all time by getting into line and currying favor with the Conservatives who applauded him so fully.

During his attention to Isaac Campbell he replied to some of his strictures upon the contract, and appealed to him if the trifling grounds he had presented were sufficient to induce him to break his life-long record and vote want of confidence in the government. The pressure of his constituents, or some of them had been sufficient to induce him to overlook what must have been apparent to his usually clear mind. If the country was a success, the interest was bound to be paid. The N. P. company had a right to ask the government to show its faith in the country by giving a fairly liberal aid. He argued that the forfeiture clause was perfectly clear and sound. If the N. P. made any default the government would have the roads, which could then be handed over promptly to the St. P., M. & M. upon their own terms. As to Mr. Thompson's action, Mr. Martin was confident he had thoroughly misunderstood the sentiments of his constituents. He had spoken to many of his constituents and they were all in favor of the contract. In conclusion he referred to the feeling of jealousy which existed against Winnipeg in the west. He had no sympathy with the feeling himself, except when he saw certain sections of the city take certain action. He would like to see this city and the province go hand in hand working together for the interests of the whole country. The fact that the members belonging to Winnipeg were voting against the contract would be sure to engender a strong feeling of hostility to the city from the west. Whether it was fair or not, it was not for him to say, but it would be nevertheless a fact that it would arise. This feeling would be driven home and riveted on the public mind by the fact that the leading Liberal organ had taken the same course. The St. P., M. & M., he believed, had offered to put up \$100,000 as a guarantee of good faith that they would carry out the agreement. He would suggest that they invest it and use the interest to pay the cost of rental on the Pembina branch, which had been going begging so long. He had accompanied Mr. Greenway on his several trips, and he well remembered how the Premier could not turn without meeting a boy with a telegram from Mr. Van Horne or Sir George, urging him to buy the Pembina branch. They seemed to fear he would forget the matter for an instant. (Laughter.) Let the St. P., M. & M. come in over this branch, then an arrangement could be made about the branch lines. The St. P., M. & M. had a bad record, and it would be safe and wise to deal with them slowly and hold them down so that they could not injure us any more than they had already done. It was better to get a good square, honest company into the province first. After this was done, then the government could deal with Mr. Hill and Mr. Clough. The government was satisfied the contract was in the best interests of the province, and that only a small clique in Winnipeg was opposed to it. He believed the city of Winnipeg almost as a whole was in favor of the agreement. The people were aware that the immediate salvation of the province lies in our carrying out this contract, pushing ahead the Portage extension and Brandon branch, putting ourselves in shape to give other portions of the province competition. In doing this the government was simply doing its duty by the province. (Applause.)

It was almost 3 o'clock when the bell tinkled and the members were called for the division, which resulted as follows:

| Yeas.               | Nays.            |
|---------------------|------------------|
| Greenway,           | Norquay,         |
| Martin,             | Gillies,         |
| Smart,              | Wood,            |
| Jones,              | O'Malley,        |
| Prendergast,        | Isaac Campbell,  |
| Harrower,           | Fisher,          |
| Jackson,            | Thompson, S. J., |
| McLean,             | Thompson, S. J., |
| Hettle,             | Roblin,          |
| McKenzie,           | McMillan, —10    |
| Mickle,             |                  |
| Colleagh,           |                  |
| Thompson (Emerson), |                  |
| Dickson,            |                  |
| Lawrence,           |                  |
| Smith,              |                  |
| Crawford,           |                  |
| Martin (Morris),    |                  |
| Lagomidiere,        |                  |
| Jerome,             |                  |
| Winkler,            |                  |
| Sifton,             |                  |
| Morton,             |                  |
| Campbell (Souris),  |                  |
| Young,              |                  |
| Graham,             |                  |
| Gelley, —27         |                  |

The division was on the amendment to the amendment, which was lost upon the

above vote. A similar vote was recorded on the amendment, and also upon the original motion to read the bill a second time. The house adjourned.

Friday, September 1.

Most of the time of the legislature was spent yesterday afternoon in considering the Northern Pacific contract in committee of the whole, Mr. A. F. Martin in the chair.

A motion was offered by Mr. Norquay to give running powers to the St. P., M. & M. Mr. O'Malley wanted a clause inserted providing that sixty miles of the Brandon line be built this year, for the benefit of farmers residing in the district tapped by the road. The government could not consent.

Mr. Thomson, of Emerson, offered the following amendment: "The company further agrees to construct and operate a line from the town of West Lynne and the town of Emerson and connect the same with the branch of the C.P.R. in said town on or before the 1st of December, 1888." He pointed out that the line is half a mile away and that there is no station within two miles; also that the free use of a bridge was available, and that ten miles of road had been graded.

Several verbal amendments were made to the bill, and an addition was made to the 19th section, stating that the bonds for \$70,000 shall be first mortgage bonds, and all others second mortgage bonds; also that if the bonds are made payable elsewhere than in Winnipeg, the province shall not have to pay for exchange or other charges. It was made clear that the head offices of the company shall be in Winnipeg.

When the third reading came up Mr. Norquay moved that running powers be granted to the St. P., M. & M. A division was taken with the following result:

For—Messrs. Norquay, Wood, McMillan, Thompson (Norfolk) and Roblin, —9.

Against—Hon. Messrs. Greenway, Prendergast, Martin, Smart and Jones; Messrs. Hettle, Mickle, Coleagh, Campbell (Souris), McKenzie, Young, Jackson, Martin (Morris), Gelley, Dickson, McLean, Crawford, Smith, Thomson (Emerson), Lawrence, Graham, Harrower, Morton, Jerome and Lagomidiere, —25.

The bill then became law.

### OUR CABLE LETTER.

Speaker Feel—The London Poor—Bent Discounts in Lincolnshire.

Romance of Real Life—Emperor Frederick's Memoirs—Failures in the Fleet.

LONDON, Aug. 30.—Mr. Henry Labouchere renews in writing his advice to the Irish Nationalists: "Have nothing to do with the commission, disobey their warrants, and take the consequences with a light heart." He adds: "Defy Mr. Torquemada Day."

Speaker Peel.

The speaker is again the subject of much that is interesting in the form of parliamentary rumor. His health is known to be bad, and this alone would justify his resignation. Friends warned him that the speakership might be beyond his strength, and the prediction has not been falsified by experience. Mr. Peel would, of course, prefer to accept the customary peerage from the party which elected him, and to which he belongs; but circumstances may prove insurmountable obstacles. He has been a strong Speaker, and the ministers, it is said, would put up Mr. Raikes as his successor.

Good Walking.

A judge of the Court of Appeals of Larissa, Mr. Constantine Paraskevitis, 45 years of age, 6 feet 2 inches in height, of spare, but wiry physique, started from Larissa, in Thessaly, at 2:30 a. m., for Athens, on August 13. The thermometer during the whole of his walk averaged nearly 106° Fahrenheit in the shade. He walked continuously for seventeen, and a half hours, reaching Lamia. After resting an hour he proceeded on his way to the hot springs of Thermopylae, where he rested for seven hours. He reached Thebes at 10:30 p. m. on the 15th. At 11 p. m., on the 15th, he left Thebes, reaching Athens at 3 p. m. on the following day, having rested four hours between Thebes and Athens. The distance between Athens and Larissa is 192 miles, and the distance, including stops, was done in 85 hours.

Rent Discounts in Lincolnshire.

Victoria, Countess of Yarborough, and Mr. J. Richardson, of Leitton Brocklesby, have taken Healing Manor, near Ulceby, the Lincolnshire seat of the Rev. Cecil H. Segard, who has removed into Northamptonshire. The Earl of Yarborough has made his usual return of 15 per cent. to his Lincolnshire tenantry; Lord St. Oswald, 20 per cent. to his North Lincolnshire and 25 per cent. to his West Yorkshire tenants; Sir John D. Astley, 10 per cent. to his Elstham, Worbly and Burrow tenants; and the Duke of St. Albans 10 per cent. to his tenants at Redbourne, Hibaldstow, and Waddingham.

The London Poor.

The committee appointed to consider the situation of the London unemployed poor report that works started for the relief of the unemployed, even though they be in some degree useful and beneficial, are in the long run an injury instead of a benefit to the community, by discouraging the real spirit of work, and thereby diminishing self-reliance and enterprise.

Romance of Real Life.

The truth of the following story is vouchcd for by the Sydney Bulletin: "The other day a leading Sydney solicitor received instructions from London to hire up a young man who had quitted England ten years previously, and a draft of £300 was enclosed to pay his passage home. After a course of advertising a member of a charitable society called in and directed the solicitor to a certain hotel in Lower Alexandra, Sydney. The solicitor, knowing the

"lay" of the country, judiciously sent his coach down to catch the fever, instead of going in person. That well-dressed young man explored the barbarous regions, dodging through back lanes and over mud pies, and among broken fences that hung wearily and lop-sided amid abysses of mud, and at last arrived at a hut which boasted a box and a pile of rags and straw for its only furniture. A weasy woman, who had once been handsome, and who, under happier auspices, would be handsome again, begged that they should not be turned out of their dismal abode until her husband was better, and a hollow-eyed individual stretched on the pile of rags in the corner echoed the petition. And these two were heir to a fortune of £300,000.

Emperor Frederick's Memoirs.

It is announced that the memoirs of the Emperor Frederick are once more in the hands of his widow, to whom they were bequeathed by his late majesty, as proved by a memorandum in his own handwriting affixed to the first volume. The Empress has handed to the government for preservation in the state archives some volumes evidently containing only matters relating to military organization and strategy.

### Failures in the Fleet.

The Daily Telegraph says the report of the manoeuvres is humiliating enough. Ironclads supposed to steam 14 knots can only steam 10; our ironclad is at the mercy of the enemy through our want of swift cruisers; boilers break down, steering gear goes wrong, one ironclad nearly rammed another, the armor of many of our ironclads is too thin, guns too old, and the capacity for carrying coal too slight to satisfy modern requirements. The only question is, after how much delay will the admiralty provide enough ships to place us, as regards cruisers, ahead of all the European powers or combination of two or three.

The South African Mine Disaster.

Details of the terrible mining disaster have come from South Africa, which show it to have exceeded in horror almost anything of the kind which has happened in England, or even in America. It was not an explosion of fire damp in a coal mine such as we are, unfortunately, too well accustomed to, but of a stampede in a diamond mine near Kimberley, in the Orange Free State. The mine was very deep, the shaft being over 600 feet, and there were several hundreds of native and white workers engaged in the various galleries. An alarm of fire caused a mad rush for the shaft, and the result was that the narrow galleries became choked with struggling masses of human beings, trampling and crushing each other to death in the dark passages of the workings. The alarm was not a false one, for by some means the shaft had caught fire in the lower sections, and, rising, found its way up the shaft, and lit the coal with wood, the flames rapidly spreading up the passage. Mr. C. S. Lindsay, and a few other fearless men who were at the top, gallantly attempted a rescue by descending, and actually reached the bottom. What had happened will never be known, for none of them came up alive again. A signal was given to draw up the car, but when about 300 feet from the bottom the steel rope parted with the heat, and the unfortunate were dashed back again with fearful velocity. It is probable, however, that many were suffocated by the fire rather than killed by the fall. This is the greatest thing in the way of catastrophes which South Africa has yet suffered, for the loss of life will probably amount to several hundreds.

A BAD FARMING COUNTRY.

Badly Frozen Crops in Dakota—A Good Device for Saving Grain.

It will be remembered that just before the last frost the Herald published a statement by Manitoba farmers that frost could be kept from crops by burning straw and causing smoke to spread over the fields. A case is just reported from the Pembina mountains of a farmer, Wm. Logan, who took the precaution advised. He placed straw on the northwest sides of his wheat and lighted it soon after the sun went down. He had one twelve acre field for which he did not have enough straw. He spread what he could in different parts and spent the night carrying smoking torches from place to place. The result is that none of his wheat has been injured, while his neighbors' crops suffered great damage. It would be well for farmers to preserve as much straw as possible this year. While the frost is not liable to visit this section again so early for years, there exists no guarantee, and it would be well to be prepared.—Grand Forks Herald.

PEOPLE ARE DISCOURSED.

Mr. Walker, who has a son named James Walker, farming near Cheyenne, Dakota, arrived in Winnipeg yesterday, and told some pitiable stories of the frost of a few weeks ago. His son had 150 acres under wheat and expected to realize about 5,000 bushels of wheat. Instead of this, however, he has determined not to cut a straw, as it is completely destroyed by frost. Messrs. Whitney and Carr, two neighbors in the same vicinity, had 500 acres each under wheat, and both of them have shared the same loss as Mr. Walker. The father of the young man first mentioned came to Manitoba across the southwestern prairies, and states that all that may be said, Manitoba is a far superior country to Dakota. He reports the Manitoba crops in excellent shape. So much for our side.

MANITOBA RAILWAY DAKOTA CROP REPORTS.

The weekly crop report from the North-west was received at the Manitoba general office this morning. The reports show an average yield of about 18 bushels of wheat to the acre in the central and northern portion of the state, and about 15 bushels to the acre in the Dakotas and the extreme west. The harvesting and threshing is nearly all completed throughout Minnesota, and is progressing rapidly in Dakota. While the wheat in the northwestern locality has been somewhat damaged by frost, it is not nearly so bad as was at first reported, and owing to the fact that the farmers get about the same price this year for No. 2 Northern as was received last year for No. 1 hard, it is anticipated that they will be better off this

year than last. The most favorable reports come from points on the Watertown, Aberdeen and Ellendale branches. Several elevators along the lines have commenced receiving new wheat.—St. Paul Despatch.

At Toronto, on Friday afternoon, a private detective, acting for the College of Physicians and Surgeons, swore out informations against nine doctors who are now at an hotel there, styling themselves "The London Medical Association," charging them with illegally using the title of doctor and with practicing medicine without being registered, in controviture of the Ontario medicine act.

While Charles Young, mail-carrier between Couluk and Hamilton, was driving towards the city on Friday he was asked by two well-dressed men for a lift. Suspecting the men were real agents, Young declined their request and at the same time started his horse on a gallop. Finding themselves foiled, the high-spirited tried to stop him with bullets but failed, only one striking him, this going through his hat and grazing his scalp.

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# THE BRANDON MAIL.

## MUNICIPALITY OF DALY

Council meeting held at Mr. Creighton's, August 20th 1888.  
Members Present—Reeve Graham and Councillors Butchart, Dyer, Matthews, Tyerman and Walker.

### COMMUNICATIONS.

From John Parte Mrs. Wilson; from W. J. Sargent, re taxes West  $\frac{1}{2}$  sec. 6 12-20; Provincial Secretary, re school levies; Minister of Public Works, re aid of municipality; Municipal Commissioner, re 1888 levy.

### RESOLUTIONS.

Matthews—Butchart, that the Reeve and Coun. Dyer be instructed to see Mrs. Wilson and do what is proper in that case. Carried.

Dyer—Tyerman, that the clerk be instructed to give the information asked by W. J. Sargent re amount of taxes on West  $\frac{1}{2}$  sec. 6 12-20.

Butchart—Tyerman, that Clerk write Hon. Minister of Public Works, acknowledging the receipt of his communication, re legislative grant with thanks and requesting that cheques for the amount be forwarded to Municipal Treasurer, Carried.

Dyer—Butchart, that as soon as the Municipality of Brandon agree to give one half of the cost a bridge be erected across Oak River, between sec. 56 12-22 and sec. 4-13-22, total cost of said bridge not to exceed \$175; also that as soon as a favorable answer is received from council of said Municipality, Coun. Butchart and the Reeve be a committee to let by tender, by the job or otherwise as seems best to them the work of construction of said bridge and to proceed with same forthwith. Carried.

Mr. Creighton, having tendered his resignation as Treasurer of this Municipality, was moved by Coun. Tyerman, seconded by Coun. Walker, that the resignation of Mr. Creighton be accepted. Carried.

Butchart—Walker, that this Council appoint W. D. Perkins Treasurer of this Municipality, Carried.

By Law No 66, for destruction of noxious weeds, and by Law No 67 appointing treasurer were introduced and duly passed.

Council adjourned to call of Reeve.

## Municipality Of Elton.

The Council of Elton met at the house of Mrs. Young on August 20th. All members present.

The minutes of the previous meeting were read and confirmed.

Communications were received from John Hunter and W. D. Board for assay shop; from Hon. Jas A. Smart re Government grants to municipalities; from Provincial Secretary re proposed amendments to School Act; from Dyer and Linn, engineer, from E. F. Buckle; from Stephen Clement re taxes West  $\frac{1}{2}$  sec. 5-4-17.

A petition signed by Wm. J. Moore and three others asking for a grant towards a cemetery in 44-17.

MOTIONS.

Burland—Swallow—That we appoint commissioners Nevin and Bryans as a committee to look out a site for a cemetery, get prices and report at next meeting. Carried.

No. Goldie appeared before the board and made application for an advance of school funds on behalf of Norman school district.

Burland—Bryans—That we advance Norman school district \$55. Carried.

Carswell—Bryans—That all statute labor charged to D. J. Goldie prior to 1888 be remitted. Carried.

Swallow—Nevin—That we advance Young school district \$60. Carried.

Payne—Burland—That the following accounts be paid:

Thus Houlding, lumber and grading, \$5-43.

Jas. White, hardware, 2 70.

M. G. Abey, statistics, 9.25.

K. D. Richardson, stationery, 11.25.

W. F. Smith, building calvert and grading, 15.00.

C. Cliffe, printing and advertising, 54-50.

G. Brooks, grade to Douglas, 149.00.

D. McLean 17 pieces timber, 7.00.

H. W. Johnston, grade and building calvert, 36.

R. Crole, grading, 10.00.

Jas. Wilson, timber and hauling lumber, 9.00.

Jas. Davidson, building calvert and grade, 8.00.

Jas. Wallace, building calvert and grade, 3.00.

T. Andrews, building calvert and ditch, 5.00.

R. Johnston, grade and plank end of bridge, 20. Carried.

Payne—Carswell—That E. J. Barclay be paid \$40.00 on account. Carried.

Payne—Carswell—That the following resolution be forwarded to the Local Legislature:

That we as a body of Councillors having heard it is the intention of the House to rearrange the existing municipalities of Manitoba, strongly protest against any change being made in the existing boundaries of the municipality of Elton. Carried.

Council adjourned to meet Nov. 15.

## Truth Stranger than Fiction.

Mrs. Jennie A. McNair, of Louis Head Bruce Co., Ont., tells the following remarkable experience—I called upon a poor woman who was very sick. She had not left her bed for weeks. Her friends said she was dying of consumption, indeed she was so low that it seemed a very short time until she would pass away. I looked around on her little children and resolved if possible to cure her, and how to do it was the question. I was well used of the different forms of consumption, and knew that the trouble still came from the "head" and that her lungs were being destroyed by breathing the poisonous secretions into them. I came home praying that God would give me what was wanted to cure her—and He did in a strange way. A little boy came into the room where I was and wanted me to look at a star on a piece of paper. It proved to be an advertisement of Nasal Balm. I ordered it at once and it proved to be just what I wanted as to day the woman's head is all right. She is able to do her own work and is getting strong very fast. This remarkable change was effected by one bottle of Nasal Balm. Enclosed go for another bottle for a young lady here who has had cataract for a long time. Please send at once and I will try and make it worth know in this place. It is a pleasure for me to work for the suffering and pain the medicine that deserves it.

## Fancy Goods.

## Fancy Goods.

## Fancy Goods.

## Books,

## Books,

## Books.

## Writing Paper,

## Writing Paper,

## Writing Paper

## Pens and Ink,

## Pens and Ink,

## Pens and Ink.

## Pencils,

## Pencils,

## Pencils.

## Slates,

## Slates,

## Slates.

## Copy Books,

## Copy Books,

## Copy Books.

## AND

## Toys,

## Toys,

## Toys.

## Cheaper Than Ever

## AT THE MAIL

## BOOK-STORE.

## \$5.00 Reward.

LAST Child's gold enameled pocket and small chain, Aug. 29. The finder will be given \$5.00, examing same at Cliffe's Bookstore, or at J. M. Cannon's, Brandon.

It will be given to the first person to bring in the pocket and chain.

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